

INTIMATION.

A. S. WATSON & CO.,
LIMITED.

IMPORTERS OF HIGH-CLASS
SHERRIES.

- B. SUPERIOR PALE DRY, Good**
Dinner Wine, Green Seal Capsule \$10.80
- C. MANZANILLA PALE**
NATURAL SHERRY, White
Capsule ... 12.00
- CC. SUPERIOR OLD PALE**
DRY, NATURAL SHERRY.
Red Seal Capsule ... 12.00
- D. VERY SUPERIOR OLD PALE**
DRY, CHOICE OLD WINE,
White Seal Capsule ... 14.40
- E. EXTRA SUPERIOR OLD**
PALE DRY, VERY FINEST
QUALITY (Old Bottled), Black
Seal Capsule ... 20.40

B, C, and CC are excellent dinner Wines.
D and E are after-dinner Wines of a very
superior vintage. ALL ARE GUARAN-
TEED PURE XERES WINES.

We guarantee our Wines and Spirits to be
genuine only when bought direct from us
in the Colony or from our authorised
Agents at the Coast Ports.

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

The Daily Press.

HONGKONG OFFICE: 14, DES VEXES ROAD, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 20th July, 1931

Mr. F. E. Taylor's report on the foreign trade of China in 1930, just published at Shanghai by order of the Inspectorate General of Imperial Maritime Customs, deals with the results of a most exceptional year in the history of China. Yet after a perusal of the report one is surprised at the small general effect of the upheaval last year. This was due to a variety of circumstances. "The great expansion of China's foreign trade, shown by the statistics for 1929," was continued during the first half of "1930," Mr. Taylor says, "but the disturbances in the North, which became serious in June, not only stopped for a time all trade at Newchwang and Tientsin, but naturally had a depressing effect through the ports." The idea of the possible success of the Borer movement, he goes on to say, was accepted only by a limited party in Peking and by certain northern provincial officials; elsewhere it was fortunately received with scepticism. A rebellion in the South was promptly suppressed, though not before it had disturbed trade. The tranquillity of the Yangtze Valley was remarkable. "That trade was not more ruinously impeded, always excepting the area of hostilities, during a year which was so exceptionally trying to merchants, and so full of unrest for the populace," the report continues, "shows its vitality and how quickly it will revive when peace is restored." This is a reassuring statement, and could we but feel any certainty as to the progress of pacification up North we might well derive considerable encouragement from it.

The close of the decade, Mr. Taylor observes, offers a convenient opportunity for a general view of the progress of trade, and he accordingly gives in tabular form the annual quantities of some of the principal articles imported during the years 1891-1930. The record he finds not altogether satisfactory. Neither in cotton piece goods, woollen goods or metals has growth been shown. On the other hand, flour, kerosene, matches and soap are imported in much larger quantities every year, the first and last named reaching their record figures last year. In heavy cotton goods Mr. Taylor notes the expansion of American manufactures at the expense of British, which, he says, is natural and must be expected to continue; America being an exporter under favourable conditions. Lancashire goods, however, hold their own

surprisingly well still. Indian, Japanese and local mills meet the demand for coarse yarn, to the detriment of British yarn. By a table giving the value in silver of foreign imports to each port during 1890-1930, Mr. Taylor shows that, though the trade has not doubled in bulk, the Chinese are very ready to purchase, even at enhanced prices, foreign goods which have once found favour. The actual quantities imported show a less satisfactory result than might be gathered from the enormous apparent increase in the value of trade, and Mr. Taylor therefore, for purposes of comparison, converts the silver figures into sterling at the average rate of exchange for each year. From this he deduces: "There has been an increase, and the Chinese are gradually purchasing more foreign goods, and they are demanding a better class of cotton goods; but the table seems to show that, owing to defective means of communication and the cost of carriage, each port supplies only a restricted district. When railways are built we shall see a great advance in the trade, not only because goods will penetrate further, but because a large proportion of the capital used in construction will be spent by the Chinese on foreign goods, to be paid for eventually by exports."

Turning then to exports, Mr. Taylor shows how China has been able to spend more on her imports. Bristles, fans, feathers, hemp, hides, mats and matting, oils, rhubarb, sesamum, skins, tobacco and wool are all progressing trades, he states. Silk is checked by disease among the worms. Black tea has fallen away, green tea is stationary, while brick tea has improved. There is every reason to expect a continued expansion of the trade in "sundries," even supposing the tea and silk export trades receive no encouragement. The low exchange has stimulated exports, the foreign buyer being able to pay more silver to the Chinese seller and at the same time to obtain more goods for an equal amount of sterling.

Mr. Taylor's introductory remarks under the heading Foreign Trade may be quoted in their entirety. He says:—"One would naturally have expected a disastrous commercial panic with heavy failures; but the year has been, generally speaking, a fairly good though anxious one. Trade was so revived during the first six months and brisked so strongly towards the close that, contrary to all expectations, the value of the foreign trade was well up to the average of late years, although naturally falling short of such an exceptional year as 1899. At Newchwang such astonishing progress was shown previous to the disturbances that a rapid recovery may be looked for. Tientsin may possibly be adversely affected for some little time, but it is just as likely that the profits of the military occupation and the wide distribution of hoarded wealth, which has taken place will lead to an early increase of trade there. Personal experience is more persuasive than advice, and the Chinese Government will probably be more disposed to regard with favour the extension of railways since the arduous journey of the Court to Hsian, to which place supplies came very slowly and suffered considerably in bulk on the road."

"Famine, too, has come under their immediate notice, and the people were perishing around them without hope of the relief which railways could have brought. Whatever changes may result from the events of 1930, whatever readjustments may take place in the share of the trade taken by each country, it may be confidently expected that the foreign commerce of China, as a whole, will continue the expansion which was so marked in 1899."

Under Shipping, it is to be noted that of a total tonnage, entries and clearances, of 40,807,000 tons, Great Britain contributed 56 per cent., China 19, Germany 10, Japan 2, Sweden and Norway, Russia, and America each 1 per cent.

An enormous import of silver is recorded in 1930, in the shape of British, French and Mexican dollars brought in by the troops. Dollars are said to be ousting sycee in Manchuria, and the same may happen in Chihli. The gold export, principally from Manchuria, was checked by the war; while large quantities of gold coins, chiefly from Japan, were imported and bought freely by the Chinese on account of the ease of carriage in a time of suspense. With more attention to an uniform standard of purity in the Chinese dollar the confidence of the people, at present lacking, may be gained. Mr. Taylor concludes by giving the estimated value of the foreign import and export trade, exclusive of bullion, in the year 1930, which works out thus:—Imports, value at moment of landing, Hk. Tls. 185,870,551; exports, value at moment of shipment, Hk. Tls. 174,680,221. In 1899, it may be seen from the report for that year, the figures were:—Imports, Hk. Tls. 238,958,858; exports, Hk. Tls. 217,610,004. A comparison of these totals and of those of the preceding years seems fully to justify Mr. Taylor's optimistic expectations.

A competition of the Hongkong Rifle Association is to be held this afternoon, commencing at 2.45.

During the 24 hours ending at noon yesterday there were reported one case of plague and one death (Chinese), bringing the year's totals to 1,567 cases and 1,494 deaths.

Hongkong is not the only city in the East enjoying the doubtful blessing of the presence of counterfeiters. According to Manila papers the Filipino is becoming an adept in the manufacture of Mexican "ques" dollars.

The trial of the case at the Supreme Court in which Lo Yow Hoi, alias Tai Li, is charged with uttering a forged bill was adjourned yesterday morning *sine die* owing to the indisposition of Mr. J. J. Francis, K.C., the prosecuting counsel.

Yuana Tsot i of Shanghai, it is stated, has received a special telegram from Viceroy Liu Kung-yi, saying that the Empress Dowager had commanded the local mandarins not to be too extravagant in preparing for the reception of the Prince, owing to the Court being still in exile.

The French general Bailford is going to make a short trip to the Wutshian, a mountain famous for its bracing atmosphere, in Shansi. He has just about started and will make the journey in a private capacity but with the full cognisance of the Chinese officials who will receive him en route. A Buddhist from Chengtingfu will pioneer the party.

The Band of the Madras Light Infantry will play at the Hongkong Hotel this evening from 8 to 9.30. Programme:—
Overture "Der Freischütz" Weber
Selection "Tannhäuser" Wagner
Waltz "Soldaten Lieder" Gungl
Song "Sunshine and Rain" Blumenthal
Selection "The Mikado" Sullivan
Polka "The Deep Blue Sea" Brewer
"God Save the King"

Mr. Uno, Japanese Consul at Amoy, has stated in a report to the Foreign Department, that the plague is very bad there and the daily average of deaths from bubonic disease is 40 to 50 while in Kulangan the number is from 4 to 5. Until recently no Japanese have been infected by the plague, but three or four naturalised Chinese for Formosa died this year. One Japanese subject succumbed to the disease recently. There is nothing to warrant a belief that the plague will be stamped out soon.

The party of missionaries who have gone to Tuiyuan to settle the Protestant claims, etc., has been well received there. Great preparations were made for their reception by the Governor, Tein Cuan-shen, who is determined to adopt any measures towards a good understanding that may be advisable. The missionaries in question are Drs. Atwood, Edwards, and Messrs. Duncan, Hoste, Orr-Ewing, Taylor and Tjaker, with a Roman priest, and Major Pereira, of the Intelligence Branch of the British Army. They left Peking on the 22nd of June.

The question of feminine dress appears to be agitating Japan somewhat. Dress-reformers are advocating the general adoption by Japanese ladies of the *Hakama* and a modified slipper with a band to button over the instep. One writer is troubled about head-gear and proposes a kind of gauze bunnet. The *Japan Mail*, taking up the question, remarks:—"We do not see that anything can be better for the head than a light hat, provided that it fits the head, instead of being pinned on the top, and provided that it shows a natural curve of outline instead of being cranked into shapes not seen in nature except as the result of disorderly accidents." But why introduce head-gear? Is it a necessary concomitant of modern civilisation?

As a local resident was walking along Hollywood Road on Thursday about 10 p.m., he was suddenly brought to a halt at the upper end of Pottinger Street by a combination of the most unusual noises. He listened and attempted to classify the various squeaks, snorts, shrieks and bellowings apparently proceeding from the Central Station, but without avail. It was not exactly a Hindu Swamy hymn, a Chinese wedding march, or a Chinese devil dance, nor yet like a dog fight, but a seeming combination of all four. Our informant proceeded towards the station, where he found that the noise proceeded from nothing more than a baggage, a piano, and a phonograph, all performing at once in a house adjoining the Central Station. This is certainly a combination of instruments fit to produce anything but melody.

Dr. Goto, Head of the Civil Government of Formosa, speaking through the columns of the *Nichi Nichi Shinbun*, denounces as altogether false the statements recently made in our evening contemporary, the *China Mail*, to the discredit of the Formosan Administration. He declares that no discrimination of any kind has been made against foreigners in Formosa. They have been treated exactly as Japanese are treated, and if any have found the situation intolerable, the fault does not lie with the Japanese. The *Japan Mail* commenting on this statement says:—"The fact seems to be that prior to the Japanese occupation of Formosa foreigners enjoyed a degree of liberty which some converted into license. These persons naturally found that the restrictions which grew up under the rule of Japan were disagreeably irksome, and it is from such discontented individuals that adverse criticisms occasionally emanate. All complaints pending by foreigners find ready access to the columns of the local press in the Far East, and as the complainants generally have the field to themselves, they succeed in establishing a plausible case. It may be taken for granted that the Japanese have committed some administrative blunders in Formosa, but as to their impartiality in the treatment of their own nationals and foreigners, no experienced person can entertain any doubt."

A Cherbourg correspondent states that on the return of many of the China expedition the Kaiser will meet them with a naval squadron, which will visit Cherbourg. President Loubet meeting the Emperor.

The Philippines Commission has completed the drafting of the Charter for the city of Manila, and it is now in the hands of the translators. It will be between a fortnight and a month before the new Charter will come into force.

General MacArthur, the former Governor-General of the Philippines, arrived at Nagasaki from Manila on the morning of the 9th inst. and was met by the United States Consul and several American residents at Nagasaki. The transport which brought General MacArthur to Nagasaki left immediately for Manila, as the General was to proceed to Yokohama by another steamer.

Returns made by the Governor-General's Office at Fomosa show that the opium imported into the island during last year amounted to 69,120 *kean*, 323 *monme*, valued at 3,392,638 yen. The value of the drug imported in 1899 was 2,775,809 yen, in 1898 2,044,392 yen, in 1897 1,570,347 yen, and in 1896 1,164,856 yen. The licensed smokers at the end of year numbered 165,752.

The anti-plague operations of cremation were brought to a conclusion at the Imperial University, Tokyo, on the 1st inst. It was considered best to burn the floors of the condemned buildings *in situ*, but the superstructures were in every case pulled down and cremated in a pit. Only eight rats found a funeral pyre at the crematorium, and five of them were free from bacilli. The other three have still to be examined. Since the first discovery of an infected rat, 383 rats altogether have been captured in and about the buildings, so that the colony may be said to have been practically extirpated before the last remedy was applied.

The first prize competition of the Army Rifle Club at 200 and 300 yards was concluded on the 7th inst. The weather was all that could be desired, wind and light favourable, still very low scores were made, especially at 300 yards, and far from corresponding with the shooting done at the same ranges during the practice put in by the team. The following was the result:—

	200 yards.	300 yards.	Total.
C. A. Swanstrom	29	28	57
W. B. Key	24	19	43
J. McArthur	25	15	40
P. A. Barlow	26	11	37
W. Kruse	19	12	31
Dr. O'Neill	16		
A. Cumming	12		

In view of the epidemic of plague through which we have just passed, the account telegraphed by an *Express* correspondent at Cairo of the measures to combat the disease in Egypt may prove interesting:—"The Commissioners of the Calise de la Dette, on Lord Cromer's urgent recommendation, have at last granted the £20,000 asked for by Pinching Bay, director of the Sanitary Department, to enable him to effectively deal with plague. This sum will be none too large, as Pinching Bay's plans comprise the erection of isolation camps, where plague sufferers will be treated. A score of additional medical men and male and female nurses have also been engaged. All requests for leave from European or native employees of the Sanitary Department have been refused. The actual outlook is far worse than at any time since 1897, and the Government will have to strain every nerve if they want to save Lower Egypt from the calamities of a dread epidemic on the eve of the gathering of the cotton crops."

Anti-friar demonstrations are again taking place in the Philippines. Augustinian and Dominican monks have certainly a lively time of it, according to the *Manila Times*, which says:—"News comes from the north that the people of Calisao in Pangasinan, practically mobbed two Dominican friars and the native *curé* on June 29, so that they had to take refuge in the convent. The monks had come to Calisao on the occasion of the feast of San Pedro-San Pablo as the guests of the *curé*. The populace hailed their presence with hoots and a rain of bad fruit and eggs, jeering at the *curé*'s threats of excommunication, and to climax their demonstration played the 'Star Spangled Banner' and flourished the American flag before the convent. In Cebu an Augustinian monk was hissed from the pulpit, when he tried to address a congregation, and later a delegation went to the convent and expressed a popular desire that the order might leave the islands."

The lawless element which had been attracted to Tientsin and Peking from all parts of the world during the troubles up North seems to have spread out now among the treaty ports. Last month the German Consulate Court at Shanghai had occasion to deal with three such characters. One was a ship's boy of only 14 years of age, who had been induced by the chief culprit to desert his ship. He and a carpenter by the name of Klier had been sent to Shanghai by the German authorities at Tientsin. The youngster was sent to a restaurant for shelter by the authorities. While there Klier and another member of the great army of the unemployed urged the youngster to rob the proprietor of the hotel of the cashbox. He did not take the cashbox, but he took several revolvers, broke open a chest, and took two watches. The proceeds were divided and turned into money. The Court sentenced the thief in consideration of his youth, to only 14 days' imprisonment, and he is to be sent to his home in Hamburg afterwards. Klier, the real instigator, received 18 months' and his companion 7 months' rigorous imprisonment, to be served at home. Such severity may have the effect of deterring other such characters from making Shanghai their home.

To judge from the Havre telegram, M. Doumer's life now is made up of banquets, railways, and nominations to the presidency of various societies.

A Chinese, at Manila after running amok, slaying a native policeman in the back with an axe, and being locked up, committed suicide by hanging himself in his cell with his waist-string.

The native crew of the s.s. *Belgika* mutinied while the steamer was loading wool at either Bulang or Zamboanga, and in the fight that ensued the master of the ship, Capt. Velasco, the first officer, chief engineer and two of the crew were killed.

Great dissatisfaction is felt among private ice-manufacturers in Manila over the fact that the government sells its ice from its ice-plant to the public. What gives dissatisfaction to the ice-manufacturers will no doubt be looked upon as a blessing by the people, as the supply of ice from private sources has always been inadequate and unreliable.

The list of murders and murderers who suffer the extreme penalty of the law for their crime is daily increasing in the Philippines, and has already reached gigantic proportions. It is whatever else the Filipino is backward, it is not in taking life when his passion is roused and his heart yearns for vengeance. Few races also can equal him in the fiendish cruelty with which he revenges himself for some fancied or real wrong.

The eve of the longest day, which, according to the almanac, is the 21st of June, has brought with it few signs of summer, while the *Globe* on the 20th ult. Early yesterday morning four degrees of frost were registered in the suburbs of London, and though a welcome rain fell last night, the temperature did not rise to any great extent. On the Continent matters appear to be even worse. We read of heavy snowstorms in several districts, and great damage to the crops.

"The Boer meeting in London yesterday," remarks the *New York Commercial Advertiser* of the 20th ult., speaking of Mr. Labouchere's gathering at the Queen's Hall, "appropriately presided over by Mr. Labouchere was a conspicuous illustration of what this sort of person can do at a time when no conceivable object but that of discrediting and harassing the Government could be imagined. Have we any persons in this country who would go as far as the British pro-Boers? No Americans, in the *Advertiser's* opinion, would 'set openly with the avowed enemies of their own country'."

The French submarine vessels to be laid down this year will, according to a Paris paper, have double engines, steam and electrical, like the Holland type. Their radius of action will be increased, and they will plunge more rapidly than the *Narval*. The results of the recent trial of the *Narval* for forty-eight hours were not satisfactory. The navigation of the vessel on the surface was defective and difficult, and she sustained an accident in consequence of which she had to be towed back to port. The crew were suffering from exhaustion and nausea, the cause of which it is impossible to explain.

The latest results to hand about the County Cricket championship are contained in a telegram dated London, 3rd July, which says:—"Rain interfered with cricket on Monday and Tuesday. At the Oval, Kent defeated Surrey by 110 runs, after declaring its innings at Nottingham, Nottingham lost Leicester by 157 runs, after declaring its innings. At Bradford, Yorkshire beat Sussex by ten wickets. The bowling analysis in Sussex's first innings was—Hirst 5 wickets for 11 runs, Rhodes 5 wickets for 36 runs. At Bristol, Somerset beat Gloucester by 127 runs. At Southampton, Worcester beat Hampshire by 91 runs, after declaring its innings."

The Guimet Museum at Paris now boasts of a treasure which will draw all sightseers. M. Gayot, the well-known French archaeologist, discovered in the vast cemetery of Antioch a body which is proved to be that of Thais, the celebrated Greek beauty, who accompanied Alexander the Great on his Asian expedition, and who afterwards married Ptolemy Lagus, King of Egypt. The case containing the remains faces the staircase and Thais lies by the side of the anchorite Serapion. The bones, though yellow, are well preserved, and there are slippers upon the feet in which the gold work is still visible. The other objects found in the sarcophagus are in the same case. These consist of flowers, palm-leaves, and a collar of real pearls.

Rear-Admiral G. E. Belknap, of the United States Navy, who died in June from blood poisoning, was in his seventieth year, and joined the American Navy as a lad of fifteen. During his long career he saw much active service. As a lieutenant he commanded a gunboat at the capture of the Canton River Ports in 1858. He distinguished himself in the American Civil War, and was highly praised by his admirals for his courage and skill. During that long conflict he commanded several vessels with great success, and his name was associated with those of Commodore Perry and Calhoun and Lieutenant Westcott in the efficient handling of the *Monitor* type of ironclad. After the war he filled several important commands and administrative posts, and was for some years superintendent of the Naval Observatory.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 19th July, 8.6 p.m.

PRINCE CHUN IN SHANGHAI.

Prince Chun lunched with the German Consul yesterday. His programme to-day, which should have consisted of visits with the British Consul to the Country Club, the Race Club, the Town Hall, the North China Daily News office and the Hongkong and Shanghai Bank, with a lunch on board H.M.S. *Arctura*, was all abandoned owing to his suffering from an attack of diarrhoea.

LONDON, 18th July, 7.40 p.m.

HASTENING THE NEGOTIATIONS—OBSTACLES REMOVED.

A semi-official report from Washington states that Japan, finding that insistence on her request for an increase of her indemnity from China completely blocked negotiations, has withdrawn her demand. While the United States oppose an increase of Customs duties, Mr. Rockhill has nevertheless been instructed to assent, in deference to the universal wish for a speedy conclusion of negotiations.

GENERAL NEWS.

SHANGHAI, 19th July, 8.6 p.m.

ANOTHER SERIOUS COLLISION AT WOOSUNG.

The *Aikawa Maru*, formerly the *Produce*, on arriving at Woosung to-day, collided with a pole junk and then struck, seriously damaging a tender alongside the German mail steamer *Bayerna*. The latter had two plates dented and would probably have sunk, but for the *Bremer* acting as a tender.

LONDON, 18th July, 7.40 p.m.

END OF THE RUSSELL TRIAL—VERDICT.

Lord Russell has been tried by the Peers on the charge of bigamy. He pleaded guilty, and has been sentenced to Holloway Gaol for three months as a prisoner of the first division. The trial was conducted with full ancient ceremonial.

"LAOS" RELEASED FROM QUARANTINE.

The passengers on the *Messageries Maritimes* steamship *Laos* have been released. They strongly complain of the absence of quarantine preparations.

[A Paris telegram of the 11th inst. reports two more deaths among the Arab soldiers. The doctors were then of the opinion that the epidemic would be confined to the soldiers.]

MONEY MARKET.

Consols are at 492 10/16. The rate for weekly advances ranges between 2 and 2 1/2 per cent. Japanese New Loans are at 475 10/16. Bank rates unchanged.

REUTER'S SERVICE.

LONDON 19th July.

LORD ROSEBERRY AND THE LIBERALS.

Replying to a request of the City Liberal Club for a pronouncement, Lord Rosebery writes that he will never voluntarily re-enter politics. He believes that the Liberal attitude of neutrality in regard to the war in South Africa, to which the whole empire rallied, spells Liberal impotence.

LONDON, 18th July.

CASUALTIES IN SOUTH AFRICA.

The casualty list shows seven men of the Cornsought Rangers killed, three lieutenants and seventeen men wounded, near Alwal North, on the 14th instant.

POLICE COURT.

Friday, 15th July.

Before Mr. HATFIELD.

CASES OF THEFT.

For stealing a blanket and a pair of trousers valued at \$4.30 a Chinaman has to do fourteen days' hard labour.

Stealing four wooden doors valued at \$15, at Laidklok, brought Chen Kwa one month's hard labour.

Lai Sang robbed a little girl, seven years of age, of a silver anklet at Cheungshui Wan. His Worship sentenced him to two months' hard labour and to be whipped twice with a birch, each whipping to be of twenty strokes.

ILLICIT OPIUM.

There was only one case of illicit opium before the Court, which was disposed of with a \$17 fine.

ARE WE AT THE END?

This is the question asked by *Ostasiatische Lloyd* of the 12th inst., in a most pessimistic editorial article. Our contemporary after recalling its opinion published about three months ago, goes on to say that we know just as little now as to the real situation. In fact none but the different diplomatic officials know really what takes place in North China, and there is every reason to doubt if even they have any certainty. Of course there is no lack of assurances that things will straighten themselves out and regain their normal state, but that one must reckon with the habitual slowness of the Chinese, and therefore not expect the quick settlement of a matter in which so many important points are involved; everything will eventually be settled amicably and with mutual goodwill.

In Europe and America, our contemporary continues, people listen with great satisfaction to such farcical peace assurances. The wish that everything may be as it is represented is father to the thought. In Germany the government is effusively thanked for having at last broken away from China and withdrawn the troops. "As it is in our native land, so it seems to be in the homes of all the other Allies. But we, who are a few thousand miles nearer, and can feel the influence of the conditions prevailing in North China, cannot understand these ebullitions of joy."

The *Ostasiatische Lloyd* then proceeds to refer to the alarming reports which have reached Shanghai from the North about a recurrence of the troubles of last year and the powerlessness of the Chinese authorities against rebellion, and continues:—"The fact is that the secret conspiracies in North China have not been rooted out, and that fresh risings are taking place all over the North. In our opinion there are only two causes possible. Either the anti-foreign movements are still fostered by the Chinese Government, or the Chinese authorities have no power to suppress them. Accepting for the moment that the latter is the case, in this case the Allies must first consider whether having left sufficient troops to guard the lives and interests of their countrymen settled at Tientsin, Peking, Pootungfu and other places, it is necessary or advisable to intervene further."

We think, taking everything into consideration, that it is, and that the withdrawal of troops before definite results have been obtained will be a cause of grave danger to the Powers interested. The Allies ought to present their interference without consideration and with such sternness as will bring palpable results. How that is to be done, Great Britain's granbait policy toward China in the past will show. But, in particular, no consideration must be shown to an inept and corrupt government. The force of keeping the Court at Hsinan must be put an end to at once."

Our contemporary continues at great length in the same strain, advocating stern measures and no consideration to either the rebels or the government of China, especially should it be proved that the government is still fostering these anti-foreign outbreaks. A sure sign that the Court favours the rebels is deduced from the fact that Prince Pu-chih has left Hsinanfu and joined his father, Prince Tuan. The writer says it is most improbable that the Empress Dowager was ignorant of the heir-apparent's departure. He is absolutely convinced that the friendship of relations exist between Prince Tuan and the Empress Dowager, and thinks Tuan is only waiting for a sign from Hsinanfu again to attack the foreign devils. The whole article is thoroughly pessimistic in tone, and from the writer's point of view little or no hope exists of the integrity of China.

LATEST STEAMER MOVEMENTS.

The Imperial German Mail steamer *Korff* carrying the German Mail, with dates from Berlin of the 24th ult., left Singapore on the 18th inst., at noon, and may be expected here on or about the 22nd inst., p.m.

The Indo-China steamer *Chelydra*, from Calcutta and the Straits, left Singapore for this port on the 18th inst., at 6 a.m.

The N. Y. K. steamer *Tosa Maru* (American Line) left Shimoda for this port on the 18th inst., and is expected to arrive here on the 22nd inst.

The G. M. steamer *Yongata*, from Glasgow and Liverpool, passed the Causeway on the 19th inst., and is due at Singapore on or about the 28th inst.

WHITE AND SOUND TANNING. ROWLAND'S ODOUR is the best and purest tanning, being varnished free from any acid or gritty ingredients. It whitens and preserves the cloth, eradicates the formation of wax, removes spots of incipient decay, polishes and preserves the animal, sweetens the breath, induces a healthy action of the glands, causing them to assume the brightness and colour indicative of perfect soundness. ROWLAND'S ESSENCE OF STYRE is the best preparation for dyeing the hair a permanent brown or black. Ask Stores and Chemists for ROWLAND'S articles, of 77, Hatton Garden, London.

JOINT STOCK SHARES.

Messrs. Vernon and Smyth say in their weekly share report, dated Hongkong, 18th July.—Our market has continued its dull and listless course during the week just brought to a close, and with a few unimportant exceptions, there is nothing encouraging to report.

BANKS.—Hongkong and Shanghai have remained very dull, and a few small sales at \$97 per cent. premium only are recorded. For August a small parcel has changed hands at 40 per cent. premium. The market closes with sellers at 397 per cent. premium cash. Bank of China and National are unchanged, and without business.

MARINE INSURANCES.—The only sale we have to report is in Yangtze at \$120. Other stocks are unchanged.

FIRE INSURANCES.—Hongkong Fire are on offer at \$350 and China Fire at \$55. SHIPPIING.—Hongkong, Canton and Macao are somewhat in the earlier part of the week, but on \$354 being reached a fresh demand set in, and a very fair business has been done at this rate, and at \$354. The market closes firm at the higher quotation. Indo-China have been done in small lots at \$140 and \$139 ex dividend cash and for the end of the month, and the market closes with further sellers. Sales forward on a moderate scale have been booked at equivalent rates to October. China-Manila are unchanged. Douglases have declined to \$34. Star Ferries have been sold and are wanted at \$24 (old) and \$29 (new). Shells have buyers at \$22, 12c, 6d.

SHARPERS.—Small sales of China Sugars are recorded at the reduced rate of \$1424. Luzons are on offer at \$38.

MIXING.—Punjans have declined to \$5, at which there are sellers. Raubs have been booked at \$123, and close with sellers at \$13.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have been placed at \$310 and \$309, and there are some shares now to be had at \$305. Sales for September at \$320, and for October at \$325 are also reported. Hongkong Godown Wharfs are in the market at 102. New Amoy Works have improved to \$23 buyers.

LAND, HOTELS AND BUILDINGS.—Hongkong Lands have received but scant attention in spite of the interim dividend of \$6 shortly to be paid, and sales down to \$197 are reported. The market closes with a somewhat better feeling at \$198 steady. Kowloon Lands, West Point, and Humphreys Estates are on offer at quotations. Hongkong Hotels are wanted at \$130.

CORROR MILLS.—Ewos and Boy Chees have declined to 41c, 47c and 32c respectively. Hongkong Cottons continue in request at \$149.

MISCELLANEOUS.—Green Island Cement has been done at erratic rates from \$13 to \$24, and there are further buyers at the higher quotation. Watsons have been sold and there are further sellers at \$16. Hongkong Electric are wanted at \$12 and \$6 for the old and new shares respectively. Ices have buyers at \$185. Ropes are to be had at \$175. China-Borneos are on offer at \$38. Tramways continue in request at \$260. China Providents have been sold at \$8.85, and more shares are to be had. Campbell Moores are wanted at \$20.

MEMOR.—Subject to audit, the directors of the Hongkong and Shanghai Banking Corporation will recommend at the forthcoming half-yearly meeting of shareholders, a dividend of 90s. per share, the addition of \$750,000 to reserve fund, and the carrying forward to new account of about \$1,475,000. The Great Eastern and Caledonian Gold Mining Company, Limited, in Liquidation, hold an extraordinary meeting of preference shareholders to discuss liquidator's proposals for dealing with the Company's assets, on the 20th inst. Hongkong, Canton and Macao Steamship Company, Limited, ordinary half-yearly meeting of shareholders on the 8th August. Transfer books will be closed from the 24th inst. Tobaun Planting Company Limited, ordinary general meeting of shareholders on the 3rd inst. Transfer books closed from the 22nd inst.

TRADE OF SINGAPORE.

The Annual Report on the Straits Settlements for 1900 contains the following remarks on the trade outlook of the Colony:—

The tonnage of German shipping in these waters has enormously increased of late and the Germans have principally benefited from the action of the Shipping Companies which have arbitrarily raised freight rates and tended to drive trade to other neighbouring ports. Produce, for instance, is now shipped direct from Mesopotamia which formerly found its way to Singapore. Of late years trade with the Philippines has declined, copra, coffee and other produce being now shipped direct to Europe or America. There is still a considerable import of hides. It is impossible to say at present what effect the transfer of these islands from Spanish to American rule will have on the trade of this Colony. From a Bangkok paper it appears that whereas formerly 80 per cent. of the ship pings that entered the port was British, now Germany has the lead. Of the 440 steamers that entered the port in 1900, 44 per cent. were under the German flag and 38 per cent. under the British. Of the total value of cargoes from foreign countries, 58 per cent. came by German vessels, and 34 per cent. by British. Of the outward cargoes to foreign countries, 54 per cent. went in German, and 34 per cent. in British bottoms.

It is of the utmost importance that, in view of the increasing competition for the carrying trade in these waters, the Government should endeavour to increase the tonnage of its ports and take steps to place in its power to foster trade.

The Tanjong Pagar Dock Company has, by a large expenditure of capital, provided wharves and docks which have, until recent years, proved sufficient for the requirements of the Port; but it has become a matter for serious consideration whether the time has not come for the formation of the Harbour Trust. The Tanjong Pagar Dock Company has secured a virtual monopoly of the wharves and docks at Singapore, and there is a danger lest the imposition of increased tariff charges for the immediate benefit of shareholders tend to direct shipping to other foreign ports. When the Tanjong Pagar Dock Company is completed, it is intended that a Harbour Board shall be vested with the management of the wharves and goods landing sheds.

Of late years considerable attention has been paid in England to the important question of supplying information for British Merchants at home as to the state of the markets and the openings for commercial enterprise in the Colonies and elsewhere. The Commercial Intelligence Branch of the Board of Trade, which was opened in 1899, should be of great assistance in this matter. The aims of this Intelligence Branch have recently been brought under the notice of the Chambers of Commerce in this Colony, and it is to be hoped that these bodies will co-operate in carrying out these objects in the interests of British Trade. It must be borne in mind, however, that these Chambers—foreign firms being largely represented—and also that the Straits Merchants are for the most part middlemen acting as Agents for Foreign as well as British houses. It can hardly be expected that foreign firms will be disposed to assist in putting their own manufactures on the market. It is therefore incumbent on the Government to use every means in its power to collect and place at the disposal of the Commercial Intelligence Branch of the Board of Trade the fullest and latest information as to the conditions of the local markets, the openings for new ventures, and the different classes of goods for which there is a demand. With this object it is contemplated to charge a Government Officer, who is in a position to obtain trustworthy information in commercial matters, with the duty of receiving and answering enquiries addressed to him officially by the Commercial Intelligence Branch or unofficially by merchants and others who may seek advice direct.

"A year or two ago," said a young man to a friend, "I spent a few weeks at South coast watering-places. One day I saw a machine, which bore the inscription, 'Drop a penny in the slot, and learn how to make your trousers last.' As I hadn't a great deal of money I thought an investment of a penny to show me how to save the purchase of a pair of trousers would be small enough to put in, and a card dropped. The card read, 'You suppose it recommended as the way to make your trousers last?'"

"No."

"What did it say?"

"Make your coat and waistcoat first."

INDO-CHINA STEAM NAVIGATION CO.

The twentieth ordinary general meeting of the above Company was held on the 13th June, at the offices of the Company, 29, Cornhill, London, E.C., Mr. James Macdonald, Chairman of the Board of Directors, presiding.

The SECRETARY (Mr. A. G. Wells) read the notice and the report of the auditors, which was in the following terms:—

"In accordance with the provisions of the Companies Act, 1900, we certify that all our requirements auditors have been complied with, and report to the shareholders as follows:—We have examined and compared the above balance sheet and revenue account with the books and vouchers kept by the Company in London, and with the statements received from the general managers in China; and are of opinion that the balance sheet is properly drawn up, so as to exhibit a true and correct view of the state of the Company's affairs as shown by the books of the Company."

"TURQUAND, YOUNG & CO., Auditors."

"London, 4th June, 1901."

The CHAIRMAN—Gentlemen, the report, I presume, may be taken as read, and it will not be necessary for me to enlarge upon the gratifying nature of its contents. We have had an exceptionally successful year, and considering the disturbed state of affairs in the Northern Provinces of China, I think the shareholders are to be congratulated upon that result.

The ordinary course of trade with the Northern ports has been materially interfered with, partly by the distrust occasioned by the political situation, and partly by the occupation of the province of Chihli having taken up for military purposes the means of internal communication, and prevented the goods which were stored in the province at the mouth of the river from proceeding as usual to the localities in which they are consumed. But the Chinese traders now in that quarter, since matters have become more peaceful, are beginning to take heart again, and although some time must elapse before business is resumed upon its former scale, yet we have every reason to look forward to a certain amount of business being carried on even with those provinces; and in the meantime the reduction of the forces which has taken place, and is now going on in the North of China, will aid materially towards increasing their confidence and affording facilities for the transmission of goods. In the meantime I may mention that some of our vessels have been engaged in the transport service, bringing coals to the fleet, and supplies to the troops, and this has been done on fairly remunerative terms.

In looking at the large increase in the net earnings of the fleet, it must not be forgotten that two vessels have been added to our list since the previous report, and that their earnings have to be taken into account, and that three others belonging to the previous year have since gone into full work and increased their earnings, the main reason being that we have the return we have received from trade in Central and South China having been carried on with little or no interruption, and at the same time several of our largest vessels have been employed, not on the coast, but in keeping up communications with ports of the neighboring countries. The West River trade, in which we are engaged, and to which reference has been made in previous reports, is not altogether satisfactory, but we are desirous of giving it a fair trial in the hope that we may have less obstruction in the future from the Chinese authorities and the Imperial Customs. To turn to the accounts you will see from the revenue account that the net earnings of the steamers are £189,000 against £194,000 last year. Interest, for which we have had to pay a considerable sum in previous years, is turned to the credit side on this occasion; there is a small amount credited in the account for interest. The depreciation account is, of course, increased by the increase of the fleet; it is all settled upon a fixed scale, and as the list increases the depreciation increases. The charges are much the same as last year. The income tax charge, which is paid without deduction from the shareholders, is also about the same, partly in consequence of the increased earnings, and partly also in consequence of the addition which has been made to the amount of the tax.

In the balance sheet the under-writing account now has a large amount at its credit, and I think it is very much to the credit of our sea-faring staff in China that we have had so very few accidents, and especially that we have had no total loss. We have a considerable reserve here to meet any losses or accidents that may happen. The loans have been considerably further reduced since last year, and the steamers are now quite an insignificant sum. The exchange reserve account has also been increased in case of any further contingencies affecting that item. But the principal change to be noted in the accounts is the creation of the general reserve fund, which has been started with a balance at its credit of £70,000. We thought it advisable that a definite sum should be taken from the profits and reserved for such exceptional purposes as may be required, and we shall be able to draw upon that reserve from time to time as may be necessary for the credit of the shareholders, inasmuch as it certainly adds to the stability and importance of the Company, and enables us to appropriate profits which have already been earned as well as those which are in course of being earned. We have to look forward to our building operations being carried on from year to year if we are desirous of doing what is absolutely necessary, and keeping up the fleet to the most modern standard of efficiency. The vessels that are now in course of building or just completed will materially assist us in carrying this into effect and rendering our fleet thoroughly adapted to our various requirements.

The increased dividend which we propose to distribute will be payable on Monday next, the 17th inst. It amounts with interim dividend and bonus to 14 per cent. for the year, which I am sure cannot fail to be satisfactory to the shareholders. (Applause.) I can only hope that profits may be maintained on the same scale, but, of course, we must be prepared for the fluctuations which are inevitable in the shipping trade. I am glad to observe that there has been more demand for our shares since they were quoted on the London Stock Exchange, and this has been attended by a substantial rise in price to the present quotation of about 13 to 14.

We are still unable to report any settlement of the long outstanding "Row Shing" claim. Our Government has thought it best to refer it to the arbitration of the American Minister, to which, on the ground of increased delay, we have declined to agree, and we now find that no progress whatever has yet been made with the reference, and that the proceedings are entirely at a stand for the present. When they may be taken up again we are quite unable to say. If there is any other matter upon which the shareholders desire any reasonable information I shall be happy to give it. I have now to move "That the report of the directors and

INDO-CHINA STEAM NAVIGATION CO.

The twentieth ordinary general meeting of the above Company was held on the 13th June, at the offices of the Company, 29, Cornhill, London, E.C., Mr. James Macdonald, Chairman of the Board of Directors, presiding.

The SECRETARY (Mr. A. G. Wells) read the notice and the report of the auditors, which was in the following terms:—

"In accordance with the provisions of the Companies Act, 1900, we certify that all our requirements auditors have been complied with, and report to the shareholders as follows:—We have examined and compared the above balance sheet and revenue account with the books and vouchers kept by the Company in London, and with the statements received from the general managers in China; and are of opinion that the balance sheet is properly drawn up, so as to exhibit a true and correct view of the state of the Company's affairs as shown by the books of the Company."

"TURQUAND, YOUNG & CO., Auditors."

"London, 4th June, 1901."

The CHAIRMAN—Gentlemen, the report, I presume, may be taken as read, and it will not be necessary for me to enlarge upon the gratifying nature of its contents. We have had an exceptionally successful year, and considering the disturbed state of affairs in the Northern Provinces of China, I think the shareholders are to be congratulated upon that result.

The ordinary course of trade with the Northern ports has been materially interfered with, partly by the distrust occasioned by the political situation, and partly by the occupation of the province of Chihli having taken up for military purposes the means of internal communication, and prevented the goods which were stored in the province at the mouth of the river from proceeding as usual to the localities in which they are consumed. But the Chinese traders now in that quarter, since matters have become more peaceful, are beginning to take heart again, and although some time must elapse before business is resumed upon its former scale, yet we have every reason to look forward to a certain amount of business being carried on even with those provinces; and in the meantime the reduction of the forces which has taken place, and is now going on in the North of China, will aid materially towards increasing their confidence and affording facilities for the transmission of goods. In the meantime I may mention that some of our vessels have been engaged in the transport service, bringing coals to the fleet, and supplies to the troops, and this has been done on fairly remunerative terms.

In looking at the large increase in the net earnings of the fleet, it must not be forgotten that two vessels have been added to our list since the previous report, and that their earnings have to be taken into account, and that three others belonging to the previous year have since gone into full work and increased their earnings, the main reason being that we have the return we have received from trade in Central and South China having been carried on with little or no interruption, and at the same time several of our largest vessels have been employed, not on the coast, but in keeping up communications with ports of the neighboring countries. The West River trade, in which we are engaged, and to which reference has been made in previous reports, is not altogether satisfactory, but we are desirous of giving it a fair trial in the hope that we may have less obstruction in the future from the Chinese authorities and the Imperial Customs. To turn to the accounts you will see from the revenue account that the net earnings of the steamers are £189,000 against £194,000 last year. Interest, for which we have had to pay a considerable sum in previous years, is turned to the credit side on this occasion; there is a small amount credited in the account for interest. The depreciation account is, of course, increased by the increase of the fleet; it is all settled upon a fixed scale, and as the list increases the depreciation increases. The charges are much the same as last year. The income tax charge, which is paid without deduction from the shareholders, is also about the same, partly in consequence of the increased earnings, and partly also in consequence of the addition which has been made to the amount of the tax.

In the balance sheet the under-writing account now has a large amount at its credit, and I think it is very much to the credit of our sea-faring staff in China that we have had so very few accidents, and especially that we have had no total loss. We have a considerable reserve here to meet any losses or accidents that may happen. The loans have been considerably further reduced since last year, and the steamers are now quite an insignificant sum. The exchange reserve account has also been increased in case of any further contingencies affecting that item. But the principal change to be noted in the accounts is the creation of the general reserve fund, which has been started with a balance at its credit of £70,000. We thought it advisable that a definite sum should be taken from the profits and reserved for such exceptional purposes as may be required, and we shall be able to draw upon that reserve from time to time as may be necessary for the credit of the shareholders, inasmuch as it certainly adds to the stability and importance of the Company, and enables us to appropriate profits which have already been earned as well as those which are in course of being earned. We have to look forward to our building operations being carried on from year to year if we are desirous of doing what is absolutely necessary, and keeping up the fleet to the most modern standard of efficiency. The vessels that are now in course of building or just completed will materially assist us in carrying this into effect and rendering our fleet thoroughly adapted to our various requirements.

The increased dividend which we propose to distribute will be payable on Monday next, the 17th inst. It amounts with interim dividend and bonus to 14 per cent. for the year, which I am sure cannot fail to be satisfactory to the shareholders. (Applause.) I can only hope that profits may be maintained on the same scale, but, of course, we must be prepared for the fluctuations which are inevitable in the shipping trade. I am glad to observe that there has been more demand for our shares since they were quoted on the London Stock Exchange, and this has been attended by a substantial rise in price to the present quotation of about 13 to 14.

We are still unable to report any settlement of the long outstanding "Row Shing" claim. Our Government has thought it best to refer it to the arbitration of the American Minister, to which, on the ground of increased delay, we have declined to agree, and we now find that no progress whatever has yet been made with the reference, and that the proceedings are entirely at a stand for the present. When they may be taken up again we are quite unable to say. If there is any other matter upon which the shareholders desire any reasonable information I shall be happy to give it. I have now to move "That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

INDO-CHINA STEAM NAVIGATION CO.

The twentieth ordinary general meeting of the above Company was held on the 13th June, at the offices of the Company, 29, Cornhill, London, E.C., Mr. James Macdonald, Chairman of the Board of Directors, presiding.

The SECRETARY (Mr. A. G. Wells) read the notice and the report of the auditors, which was in the following terms:—

"In accordance with the provisions of the Companies Act, 1900, we certify that all our requirements auditors have been complied with, and report to the shareholders as follows:—We have examined and compared the above balance sheet and revenue account with the books and vouchers kept by the Company in London, and with the statements received from the general managers in China; and are of opinion that the balance sheet is properly drawn up, so as to exhibit a true and correct view of the state of the Company's affairs as shown by the books of the Company."

"TURQUAND, YOUNG & CO., Auditors."

"London, 4th June, 1901."

The CHAIRMAN—Gentlemen, the report, I presume, may be taken as read, and it will not be necessary for me to enlarge upon the gratifying nature of its contents. We have had an exceptionally successful year, and considering the disturbed state of affairs in the Northern Provinces of China, I think the shareholders are to be congratulated upon that result.

The ordinary course of trade with the Northern ports has been materially interfered with, partly by the distrust occasioned by the political situation, and partly by the occupation of the province of Chihli having taken up for military purposes the means of internal communication, and prevented the goods which were stored in the province at the mouth of the river from proceeding as usual to the localities in which they are consumed. But the Chinese traders now in that quarter, since matters have become more peaceful, are beginning to take heart again, and although some time must elapse before business is resumed upon its former scale, yet we have every reason to look forward to a certain amount of business being carried on even with those provinces; and in the meantime the reduction of the forces which has taken place, and is now going on in the North of China, will aid materially towards increasing their confidence and affording facilities for the transmission of goods. In the meantime I may mention that some of our vessels have been engaged in the transport service, bringing coals to the fleet, and supplies to the troops, and this has been done on fairly remunerative terms.

In looking at the large increase in the net earnings of the fleet, it must not be forgotten that two vessels have been added to our list since the previous report, and that their earnings have to be taken into account, and that three others belonging to the previous year have since gone into full work and increased their earnings, the main reason being that we have the return we have received from trade in Central and South China having been carried on with little or no interruption, and at the same time several of our largest vessels have been employed, not on the coast, but in keeping up communications with ports of the neighboring countries. The West River trade, in which we are engaged, and to which reference has been made in previous reports, is not altogether satisfactory, but we are desirous of giving it a fair trial in the hope that we may have less obstruction in the future from the Chinese authorities and the Imperial Customs. To turn to the accounts you will see from the revenue account that the net earnings of the steamers are £189,000 against £194,000 last year. Interest, for which we have had to pay a considerable sum in previous years, is turned to the credit side on this occasion; there is a small amount credited in the account for interest. The depreciation account is, of course, increased by the increase of the fleet; it is all settled upon a fixed scale, and as the list increases the depreciation increases. The charges are much the same as last year. The income tax charge, which is paid without deduction from the shareholders, is also about the same, partly in consequence of the increased earnings, and partly also in consequence of the addition which has been made to the amount of the tax.

In the balance sheet the under-writing account now has a large amount at its credit, and I think it is very much to the credit of our sea-faring staff in China that we have had so very few accidents, and especially that we have had no total loss. We have a considerable reserve here to meet any losses or accidents that may happen. The loans have been considerably further reduced since last year, and the steamers are now quite an insignificant sum. The exchange reserve account has also been increased in case of any further contingencies affecting that item. But the principal change to be noted in the accounts is the creation of the general reserve fund, which has been started with a balance at its credit of £70,000. We thought it advisable that a definite sum should be taken from the profits and reserved for such exceptional purposes as may be required, and we shall be able to draw upon that reserve from time to time as may be necessary for the credit of the shareholders, inasmuch as it certainly adds to the stability and importance of the Company, and enables us to appropriate profits which have already been earned as well as those which are in course of being earned. We have to look forward to our building operations being carried on from year to year if we are desirous of doing what is absolutely necessary, and keeping up the fleet to the most modern standard of efficiency. The vessels that are now in course of building or just completed will materially assist us in carrying this into effect and rendering our fleet thoroughly adapted to our various requirements.

The increased dividend which we propose to distribute will be payable on Monday next, the 17th inst. It amounts with interim dividend and bonus to 14 per cent. for the year, which I am sure cannot fail to be satisfactory to the shareholders. (Applause.) I can only hope that profits may be maintained on the same scale, but, of course, we must be prepared for the fluctuations which are inevitable in the shipping trade. I am glad to observe that there has been more demand for our shares since they were quoted on the London Stock Exchange, and this has been attended by a substantial rise in price to the present quotation of about 13 to 14.

We are still unable to report any settlement of the long outstanding "Row Shing" claim. Our Government has thought it best to refer it to the arbitration of the American Minister, to which, on the ground of increased delay, we have declined to agree, and we now find that no progress whatever has yet been made with the reference, and that the proceedings are entirely at a stand for the present. When they may be taken up again we are quite unable to say. If there is any other matter upon which the shareholders desire any reasonable information I shall be happy to give it. I have now to move "That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

"That the report of the directors and

NEW ADVERTISEMENTS

OLIVERS FREEHOLD MINES, LIMITED.

NOTICE.

SHAREHOLDERS are requested to attend a PRIVATE MEETING to be held at the Company's Office, 38 & 40, Queen's Road Central, on WEDNESDAY, the 24th instant, at 4 p.m.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 20th July, 1901. [1828]

HONGKONG RIFLE ASSOCIATION.

SHORT RANGE CUP AND SPOONS.

THERE will be a COMPETITION as above TO-DAY (SATURDAY) the 20th instant, commencing at 2.45 p.m. Ranges 200, 500, and 600 Yards. Seven Shots and a Sighting at each Range. ALEX. MACKENZIE, Hon. Secretary.

Hongkong, 20th July, 1901. [91]

PUBLIC AUCTION.

MR. GEO. P. LAMBERT will Sell by Public Auction, on

MONDAY, the 26th day of JULY, 1901, at 3 o'clock p.m., at his Sales Room, Duffell Street (By Order of the Mortgagee),

THE FOLLOWING VALUABLE LEASEHOLD PROPERTY situated at Victoria, Hongkong, now registered in the Land Office as the Remaining Portion of Section C of Inland Lot No. 90, together with all the Messuages, Erections and Buildings thereon known as No. 73, Hollywood Road.

For Particulars, apply to

S. W. TSO.

Vendor's Solicitor,

39, Queen's Road Central, Hongkong;

or

GEO. P. LAMBERT,

Auctioneer.

Hongkong, 20th July, 1901. [1826]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that

LEUNG SAU TIN of No. 9, Centre

Street, Victoria, in the Colony of Hongkong, Trader, has on the 18th day of July, 1901,

applied for the registration in Hongkong in the Register of TRADE MARKS of the

following TRADE MARK:—

The distinctive device of 3 aged men stand-

ing in a group inside an oblong figure; the

man on the right is depicted holding with

his left hand a Yee Yee 如意, a symbol of

happiness; the man in the centre is

depicted holding with both hands a

scroll containing 3 Chinese characters

福祿壽 (Fook Luk Sou) meaning "Felicity, Prosperity and

Longevity"; and the man on the left is

depicted holding with his right hand a

peach and grasping with his left hand

a scroll containing 3 Chinese characters

福祿壽 (Fook Luk Sou) meaning "Felicity, Prosperity and

Longevity".

In combination with the above device and on

the top of the oblong figure is depicted a

flying bat suspending at its mouth a

Chinese musical instrument known as

Hing 磬 and on it are 3 Chinese

characters 梁永馨 (Leung Wing Hing). On both sides of the oblong figure

are depicted trees and birds and underneath

thereof two ducks swimming among lilies.

The whole of the above device is surrounded

by a fancy border, in the name of LEUNG

SAU TIN who claims to be the sole pro-

prietor thereof.

The TRADE MARK has been used by the

applicant in respect of the following goods:—

Jewelry and Jewellery-stocks in Class 30.

A Facsimile of the TRADE MARK can be

seen at the office of the Colonial Secretary of

Hongkong, and also at the office of the under-

signed.

Dated the 19th day of July, 1901.

S. W. TSO,

Solicitor for the Applicant,

39, Queen's Road Central, Hongkong.

[1829]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI,

HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"KONIG ALBERT".

OF THE NORDDEUTSCHER LOYD,

Captain C. Polack, due here with the outward

German Mail about the 22nd inst., will leave

for the above places about 21 hours after arrival.

NORDDEUTSCHER LOYD.

For further Particulars, apply to

MELCHERS & CO.,

Agents.

Hongkong, 19th July, 1901. [9]

THE HONGKONG WEEKLY PRESS is

now ready and contains:—

Leading Articles:—

The Foreign Office and the Far East.

The Withdrawal from the North.

Foreign Railways in China.

The Plague in Hongkong.

The Crisis: Telegrams.

Hongkong Legislative Council.

Hongkong General Chamber of Commerce.

A Mysterious Affair near Amoy.

Report of the Inspector of Schools.

Canton.

Macao.

Tientsin.

Manila.

Sandakan Notes.

Manila.

Philippines under Civil Rule.

Northern Notes.

Correspondence.

Hongkong Cotton Spinning, Weaving and

Dyeing Company, Limited.

United Asbestos Oriental Agency.

Supreme Court.

Hongkong Cricket Festival, 1901.

Shooting Match at Kowloon.

Royal Hongkong Golf Club.

Singapore Criticism of Hongkong Mani-

cipal Affairs.

British North Borneo.

Gunnery on the Terrible.

Hongkong and Port News.

Subscription, \$12 per Annum, payable in

advance, postage, 30.

Extra copies 30 cents each (cash).

Copies can be posted from the Office to

addresses sent; including postage, 34 cents each,

or \$1 for three copies (cash).

Hongkong, 20th July, 1901.

NEW ADVERTISEMENTS

TO LET.

A SMALL FOUR ROOMED HOUSE, FURNISHED, on the lower level, with Immediate Possession. Terms moderate. Apply by letter to—

BOX 64,

Care of Office of this Paper.

Hongkong, 20th July, 1901. [1827]

SHIRE LINE.

FOR KOBE AND YOKOHAMA.

THE Steamship

"GLAMORGANSHIRE,"

Captain Davies, will be despatched for the

above port on THURSDAY, the 25th instant,

at 3 p.m.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 20th July, 1901. [1830]

THE CHINA MUTUAL STEAM NAVI-

GATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO

VICTORIA (B.C.) AND SEATTLE

Calling also at Tacoma and carrying Cargo

on through Bills of Lading to New York

and other points of the United States

in connection with the

GREAT NORTHERN RAILWAY CO.'S

LINES.

THE Steamship

"YANGTSE,"

6,457 Tons, Commander H. L. Allen, is due here

on 9th August, and will have quick despatch.

For Rates of Freight and further Particu-

lars, apply to

JARDINE, MATHESON & CO.,

Agents.

Hongkong, 20th July, 1901. [1825]

PORTLAND AND ASIATIC STEAM-

SHIP COMPANY.

Agents for and in connection with

THE OREGON RAILROAD AND NAVI-

GATION COMPANY.

Operating the New First Class Steamships

"INDRA," "INDRAPURA,"

and "KYNITE COMPANION,"

between HONGKONG and PORTLAND

(OR), calling at SHANGHAI, NAGASAKI,

MOJI, KOBE and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION"

will be despatched for Portland (Or.) on or

about 10th August, 1901.

Through Bills of Lading issued to Pacific

Coast Points and all Eastern, Canadian and

United States Ports.

For through rates of Freight and further

information, communicate with or apply to

ALLAN CAMERON,

General Agent,

or to

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 19th July, 1901. [1824]

THE REGISTRATION OF TRADE

MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF

TRADE MARKS.

NOTICE IS HEREBY GIVEN that

FERD. BORNEMANN, carrying on

business at Hongkong and elsewhere as a

Merchant, has on the 4th day of May, 1901,

applied for the Registration in Hongkong

in the REGISTER OF TRADE MARKS

of the following TRADE MARKS:—

(a) A representation of a Chinese temple

with three figures and two elephants.

(b) Four Chinese boys with flower-pots.

(c) A Chinese man sitting on a pot.

(d) Two representations of an Ichthyosaurus.

(e) A lotus flower growing in a pool of

water.

(f) A Chinese man and his wife sitting at a

table.

(g) A girl on a tight-rope with a bottle and

glasses.

(h) The representation of a fish with four

boys.

(i) The representation of a girl supposed to

be dreaming.

In the name of FERD. BORNEMANN who

claims to be the Proprietor thereof. The

TRADE MARKS have been used by the applicant

in some cases and in others are intended to be

used by the applicant forthwith in respect of

the following goods:—

(a) Colours in Class 1, cloths and stuffs of

wool, worsted and hair in Class 34.

(b) Colours in Class 4, and crimp cloths,

Harratis, Oxford, cotton drills,

sheetings, shirting, Italians, repps,

brocades in Class 24, and cloths of

wool, blankets, broadcloth, stripes in

Class 34.

(c) Lama braids in Class 35, socks in Class

38, cloths of wool and stripes in Class

34.

(d) Cotton thread in Class 23, ironwires in

Class 5, knives, files, saws in Class 12,

sewing machines in Class 6, needles

and awls in Class 13 and lama

braids in Class 35.

(e) The same as (b) excepting colours.

(f) Shirting, Italians, repps and brocades

in Class 24, cloths of wool, blankets,

broadcloths and stripes in Class 34.

(g) Beer and whiskey in Class 43.

(h) Metal lamps in Class 13, glass in Class 15.

(i) Same as (b) except colours and lama

braids.

Facsimiles of the TRADE MARKS can be seen

at the Office of the Colonial Secretary of

Hongkong.

Dated the 20th day of June, 1901.

DENNIS & BOWLEY,

Solicitors for the Applicant.

[1829]

CARTRIDGES.

NOBEL'S SPORTING BALLISTIFE.

Absolutely Smokeless and Water-resisting.

The Best NITRO-POWDER IN THE WORLD.

PRICE OF 12-BORE CARTRIDGES:—

Loaded with With Powder

Powder only. and 1 oz. of Shot.

Primrose Cases ... \$5.65

Paganini Cases ... 6.25

Victory Cases ... 6.90

5 per cent. discount on orders of 1,000 and over.

Apply to

WM. SCHMIDT & CO.,

Gunmakers,

Hongkong.

[1869]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED

is now prepared to receive perishable pro-

visions for Cold Storage at EAST POINT at

Moderate Rates.

WM. PARLANE,

Manager.

Hongkong, 17th February, 1899. [63]

PUBLIC COMPANIES

GREAT EASTERN AND CALEDONIAN

GOLD MINING COMPANY, LIMITED.

IN LIQUIDATION.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the PREFERENCE SHAREHOLDERS will be held at the Company's Office, No. 14, Des Voeux Road, THIS DAY (SATURDAY), the 20th JULY, at 12.15 p.m. for the purpose of receiving and discussing the Liquidator's proposals for dealing with the Company's Assets.

The Liquidator,

M. BENNECKE.

Hongkong, 20th July, 1901. [1690]

THE HONGKONG LAND INVESTMENT

AND AGENCY CO., LD.

AN INTERIM DIVIDEND of Six

Dollars per Share for the Six Months

ending 30th June, 1901, being at the rate of

Twelve per Cent per Annum, will be payable

on the 27th instant, on which date Dividend

Warrants may be obtained on application at

the Company's Office, No. 5, Queen's Road

Central.

The TRANSFER BOOKS of the Company

will be CLOSED from the 22nd to the 27th

instant (both days inclusive).

By Order of the Board of Directors,

A. SHELTON HOOPER,

Secretary.

Hongkong, 9th July, 1901. [1728]

THE WEST POINT BUILDING

COMPANY, LIMITED.

AN INTERIM DIVIDEND of One

Dollar and Fifty Cents per Share for

Six Months ending 30th June, 1901, will be

payable on the 27th instant, on which date

Dividend Warrants may be obtained on appli-

cation at the Company's Office.

The TRANSFER BOOKS of the Company

will be CLOSED from the 22nd to the 27th

instant (both days inclusive).

By Order of the Board of Directors,

A. SHELTON HOOPER,

Secretary.

Hongkong, 9th July, 1901. [172]

THE HONGKONG ICE COMPANY,

LIMITED.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 'k', nearest Hongkong 'h', midway between Hongkong and Kowloon 'm', and those vessels berthed at the Kowloon Wharf 'w', together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	SUNDA	Brit. str.	2 m.	E. R. Dowell, E.N.R.	P. & O. S. N. Co.	To-day, at Noon.
LONDON	ALCANTARA	Brit. str.	2 m.	E. Spicer	BUTTERFIELD & SWIRE	On 23rd inst.
LONDON	SHANGHAI	Brit. str.	2 m.		P. & O. S. N. Co.	On or about 27th inst.
LONDON	DEUCALION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 6th August.
LONDON	PELEUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th August.
LONDON	STENTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 3rd September.
LIVERPOOL DIRECT	PATROCLOS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th August.
BREMEN, VIA PORTS OF CALL	BAYERN	Ger. str.	2 m.	H. Blocker	MELCHERS & CO.	On 23rd inst., at Noon.
HAMBURG & HAMBURG	ANNAM	Ger. str.	2 m.	Schneider	MESSAGERIES MARITIMES	On 23rd inst., at 1 P.M.
HAMBURG & HAMBURG	WUEZZBURG	Ger. str.	2 m.	Schneider	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAMBURG & HAMBURG	ACILIA	Ger. str.	2 m.	Schneider	HAMBURG-AMERIKA LINIE	On 9th August.
HAMBURG & HAMBURG	ALEXANDRIA	Ger. str.	2 m.	Schneider	HAMBURG-AMERIKA LINIE	On 2nd September.
HAMBURG & HAMBURG	SIBERIA	Ger. str.	2 m.	Schneider	HAMBURG-AMERIKA LINIE	On 10th September.
HAMBURG & HAMBURG	ANDALUSIA	Ger. str.	2 m.	Schneider	HAMBURG-AMERIKA LINIE	On 21st September.
NEW YORK VIA PORTS & SUEZ CANAL	HUDSON	Brit. str.	2 m.	Williamson	DODWELL & CO. LIMITED	On or about 1st August.
NEW YORK VIA SUEZ CANAL	ARARA	Brit. str.	2 m.	Kendall	SHEWAN, TOMES & CO.	Quick despatch.
NEW YORK	L. SCHEPP	Amr. ship.	1 m.		ARNHOLD, KARBERG & CO.	Quick despatch.
NEW YORK	I. F. CHAPMAN	Amr. ship.	1 m.		SHEWAN, TOMES & CO.	On or about 25th Oct.
MANSEILLES, LONDON & ANTWERP, V. SPORE, &c.	MANUEL LLAGUNA	Amr. ship.	1 m.	J. Mackenzie	NIPPON YUSEN KAISHA	On 23rd inst., at Daylight.
MANSEILLES, LONDON & ANTWERP, V. SPORE, &c.	KANAGAWA MARU	Jap. str.	2 m.	G. D. Bowles, E.N.R.	CANADIAN PACIFIC R. CO.	On 14th August, at Noon.
VANCOUVER, VIA SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	R. Archibald, E.N.R.	CANADIAN PACIFIC R. CO.	On 7th August.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	W. Frakes	DODWELL & CO. LIMITED	On 26th inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	GLENNIE	Jap. str.	2 m.	F. J. Horton	NIPPON YUSEN KAISHA	On 28th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	KINSHU MARU	Brit. str.	1 m.	H. L. Allen	JARDINE, MATHESON & CO.	Quick despatch.
VICTORIA (B.C.) & SEATTLE	KNIGHT COMPANION	Brit. str.	1 m.		SHEWAN, TOMES & CO.	On or about 10th August.
PORTLAND (OR.)	GAELIC	Amr. str.	2 m.		Q. & O. S. S. Co.	On 30th inst., at Noon.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	HONGKONG MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On or about 15th Sept.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	STRATFORD	Brit. str.	2 m.		GIBB, LIVINGSTON & CO.	On 24th inst., at 4 P.M.
SAN DIEGO, &c., VIA MOJI, &c.	AUSTRALIAN	Brit. str.	2 m.	A. E. Moses	NIPPON YUSEN KAISHA	On 24th inst., at 4 P.M.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 23rd inst., at 5 P.M.
AUSTRALIAN PORTS	TAINAN	Amr. str.	2 m.	Martini	SANDER, WIELER & CO.	On 2nd August, at Daylight.
AUSTRALIAN PORTS	FRANZ FERDINAND	Jap. str.	2 m.	J. W. Wale	NIPPON YUSEN KAISHA	On 22nd inst.
KOBE & YOKOHAMA	TAMBA MARU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-day.
TIENSIN	NANCHANG	Brit. str.	2 m.	Schmidt	SIEGHESS & CO.	To-day, at 3 P.M.
SHANGHAI	LOONGMOON	Ger. str.	1 m.	E. P. Martin, E.N.R.	P. & O. S. N. Co.	On or about 20th inst.
SHANGHAI & JAPAN	BANGA	Brit. str.	2 m.		P. & O. S. N. Co.	On or about 20th inst.
SHANGHAI	TIENSIN	Brit. str.	2 m.		SANDER, WIELER & CO.	On 23rd inst., at 4 P.M.
SHANGHAI	MELPOMENE	Amr. str.	2 m.		P. & O. S. N. Co.	On or about 2nd August.
SHANGHAI	MASSILIA	Brit. str.	2 m.		MELCHERS & CO.	Quick despatch.
SHANGHAI	KONIG ALBERT	Ger. str.	2 m.		MITSU BUSSAN KAISHA	On 24th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	MAIDZURU MARU	Jap. str.	1 m.	K. Suzuki	MITSU BUSSAN KAISHA	On 31st inst., at Daylight.
ANFONG, VIA SWATOW & AMOY	ANFONG MARU	Jap. str.	1 m.	S. Asumi	BUTTERFIELD & SWIRE	On 24th inst.
FOUCHOW, SWATOW & AMOY	KASHING	Brit. str.	1 m.	Geo. T. Blackland	SHEWAN, TOMES & CO.	On 23rd inst., at 5 P.M.
ILOILO & CEBU	PERLA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst.
MANILA	TAINAN	Brit. str.	2 m.	E. Fey	DAVID SASSOON, SONS & CO.	On 26th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	ARRATON APAR	Brit. str.	2 m.			

SHIPPING.

ARRIVALS.

July 19, SUNDA, British steamer, 2,987, E. R. Dowell, E.N.R., Shanghai 18th July, Mails and General.—P. & O. S. N. Co.
July 19, HUMBER, British steamer, 1,640, H. J. Davies, V. S. S. Co., 14th July.
July 19, DAIKIN MARU, Japanese str., 569, T. Ogata, Tama 14th July, Amoy and Swatow 18th, General.—M. B. KAISHA.
July 19, TAIKANG, British str., 1,554, Bradley, Shanghai 14th July and Swatow 18th, General.—JARDINE, MATHESON & CO.
July 19, ELITA NOSSACK, German str., 1,161, H. Bruhn, Chinkiang 13th July, General.—EAST ASIATIC TRADING CO.
July 19, HANOI, French str., 708, Morlees, Haiphong 17th July and Hoihow 18th, General.—A. R. MARTY.
July 19, KASHING, British str., 1,136, Sanderson, Manila 16th July, Ballast.—BUTTERFIELD & SWIRE.
July 19, PERLA, British str., 1,184, Blackland, Manila 16th July, General.—SHEWAN, TOMES & CO.
July 19, CHEANOW, British steamer, 1,210, Frampton, Penang via Singapore 13th July, General.—CHINESE.
July 19, C. H. KIAN, British str., 1,020, M. Giesche, Singapore 13th July and Hoihow 18th, General.—CHINESE.
July 19, INDEPENDENT, German steamer, 571, Holte, Newchwang and Chefoo 15th July, General.—SANDER, WIELER & CO.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

13th July.
Lombard, British str., for Hongkong.
Hailong, British str., for Swatow.
Yensang, British str., for Manila.
Chowfa, German str., for Bangkok.
Sithonia, German str., for Shanghai.
Taitan, American str., for Shanghai.
Elita Nossack, German str., for Canton.
Kagoshima Maru, Japanese str., for Nagasaki.
Kagoshima Maru, Japanese str., for Singapore.
Arctia, Austrian str., for Moji.
19th July.
COROMANDEL, British str., for Shanghai.
WHANGFOO, British str., for Amoy.
HAILONG, British str., for Swatow.
MACUTE, British str., for Shihwuy.
YUENANG, British str., for Manila.
CHOWFA, German str., for Bangkok.
WONGKOL, German str., for Pakhoi.
ELITA NOSSACK, German str., for Canton.
KAGOSHIMA MARU, Japanese str., for Bombay.
KASUGA MARU, Japanese str., for Yokohama.
ITINDA, British transport, for Calcutta.

VESSELS IN DOCK.

10th July.
KOWLOON DOCKS.—Union, Nankin, Sung-kiang, Y. Sankai, Sienan.
COSMOPOLITAN DOCK.—Colonies.

SHIPPING REPORTS.

The British steamer Perla, from Manila 16th July, had light variable winds and fine weather throughout.
The British steamer Cheungchow, from Penang via Singapore 13th July, had beautiful weather, smooth sea, light S.W. to S.E. wind.
The German steamer Elita Nossack, from Chinkiang 13th July, had strong S.S.W. breeze and rough sea to Okeou; afterwards fine weather and moderate to port.
The British steamer Taitan, from Shanghai 14th July and Swatow 18th, had very strong monsoon until passing through Hailan Straits; fine weather from there to Swatow and in port. Ships at Swatow—Tama, Hailan, Y. Sankai.

VESSELS ON THE BERTH

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"PERLA."
Captain Geo. T. Blackland, will be despatched as above on TUESDAY, the 23rd inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.
For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 17th July, 1901.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"SUNDA."
Captain E. R. Dowell, E.N.R., carrying His Majesty's Mails, will be despatched from this port for Bombay, on SATURDAY, the 20th July, at Noon, taking passengers and cargo for the above ports.
Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay without transhipment.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 8th July, 1901.

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

THE Steamship

"LOONGMOON."
Captain Schmidt, will be despatched for the above port TO-DAY, the 20th inst., at 3 P.M.

This steamer has superior accommodation for First and Second Class Passengers.
For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents.

Hongkong, 17th July, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship

"MELPOMENE."
Captain Matcovich, will leave for the above place on TUESDAY, the 23rd inst., at 4 P.M.

For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents.

Hongkong, 17th July, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"FRANZ FERDINAND."
Captain Martini, will leave for the above place on TUESDAY, the 23rd inst., at 5 P.M.

For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents.

Hongkong, 17th July, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at THOR, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN."
Captain Helms, will be despatched for the above ports on WEDNESDAY, the 24th July, at 4 P.M.

This well-known steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 1st July, 1901.

[1807]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.
WUEZZBURG { HAVRE & HAMBURG } On 23rd July. Freight.
Capt. Schneider (Calling at Singapore and Penang).
ACILIA { HAVRE, BREMEN & HAMBURG } On 9th Aug. Freight.
Capt. v. Dohren (Calling at Singapore and Colombo).
ALEXANDRIA { HAVRE & HAMBURG } On 2nd Sept. Freight.
(Calling at Singapore and Penang).
SIBERIA { HAVRE & HAMBURG } On 10th Sept. Freight and Passage.
Capt. Porzelius (Calling at Singapore and Colombo).
ANDALUSIA { HAVRE & HAMBURG } On 21st Sept. Freight.
(Calling at Singapore and Penang).

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

QUEEN'S BUILDINGS, No. 1.

Hongkong, 20th July, 1901.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE VIA CANADA

AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

"EMPEROR OF CHINA" Comdr. R. Archibald, E.N.R. WEDNESDAY, 7th Aug. 1901
"EMPEROR OF INDIA" Comdr. O. P. Marshall, E.N.R. WEDNESDAY, 28th Aug. 1901
"EMPEROR OF JAPAN" Comdr. H. Pybus, E.N.R. WEDNESDAY, 25th Sept. 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK on the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.

Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are renowned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAN" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings.

"TARTAN" 4,425 Tons. Comdr. G. D. Bowles, E.N.R. WEDNESDAY, 14th Aug., at Noon.
"ATHENIAN" 3,882 Tons. Comdr. H. Mowatt. On 26th inst.

Taking Cargo and Passengers for all points in CANADA and UNITED STATES. In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3RD CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Pender's Street.

Hongkong, 18th July, 1901.

[10]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
GLENGOLE	3,750	W. Frakes	July 28th
TACOMA	2,911	J. Alwen	August 6th
BRASHEAR	3,601	W. Watt	August 27th
DUKE OF FIFE	3,921	J. S. Cox	September 10th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, £32.

Excellent accommodation. First-class Table, Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, £43.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG to VICTORIA AND TACOMA, £35.

The best route to the Klondyke Gold Fields. Frequent sailings from Victoria and TACOMA to DYER and St. MICHAEL. Rates of Passage to other Points on application. A Special Rate allowed to members of Government Service. For further information as to Passage or Freight, apply to

DODWELL & CO. LIMITED,
General Agents.

Hongkong, 17th July, 1901.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

LONDON, &c., { SUNDA } Noon, 20th July { See Special Advertisement.
E. R. Dowell, E.N.R. }
SHANGHAI AND { BANCA } About 10th July Freight.
JAPAN { E. P. Martin, E.N.R. }
SHANGHAI { TIENSIN } About 20th July Freight only.

LONDON { SHANGHAI } About 27th July Freight or Passage.
E. Spicer, E.N.R. }
SHANGHAI { MISSILIA } About 2nd August Freight or Passage.
G. M. Montford, E.N.R. }

For Further Particulars, apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 20th July, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEWORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS. SAILING DATES.

BAYERN ... THURSDAY ... 25th July.

STUTTGART ... THURSDAY ... 25th August.

KONIG ALBERT ... THURSDAY ... 5th September.

PRINZESS IRENE ... THURSDAY ... 19th September.

PRINZ HEINRICH ... THURSDAY ... 2nd October.

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL...	"STENTOR"	On 23rd July.
GLASGOW and LIVERPOOL...	"IDOMENEUS"	On 7th August.
GLASGOW and LIVERPOOL...	"ORESTES"	On 18th August.
GLASGOW and LIVERPOOL...	"AJAX"	On 20th August.
GLASGOW and LIVERPOOL...	"TYDEUS"	On 26th August.
GLASGOW and LIVERPOOL...	"PYRREUS"	On 4th September.

HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"ALCINOUS"	On 23rd July.
LONDON	"DEUCALION"	On 6th August.
LONDON	"PELEUS"	On 20th August.
LONDON	"STENTOR"	On 3rd September.
LIVERPOOL DIRECT	"PATROCLUS"	On 15th August.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 17th July, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR SHANGHAI.		
STEAMERS	TO SAIL	
"CHINKIANG"	On 20th July.	
"NANSHANG"	On 22nd July.	
"KASHING"	On 24th July.	
"TSINAN"	On 24th July.	

* The attention of Passengers is directed to the superior accommodation offered by this steamer, which is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th July, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR ANPING (via SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU,"
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 24th inst.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,

Hongkong, 15th July, 1901.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APUR,"

Captain E. P. will be despatched for the above ports on FRIDAY, the 26th July at Noon, instead of as previously advertised.

For Freight or Passage, apply to
DAVID SASSON, SONS & CO.,

Hongkong, 18th July, 1901.

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 29th July, 1901, at 1 P.M. the Company's Steamship "ANNAM," Captain Solier, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 28th inst. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

P. DE CHAMPORIN, Acting Agent.

Hongkong, 17th July, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" On or about 15th Sept.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOUL KOBE and YOKOHAMA on or about 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 5th July, 1901.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

ARRATON APUR, British str., E. Fey.

DAVID SASSON, SONS & CO.

GUTHRIE, British str., W. G. McArthur.

L. SCHIFF, American ship, C. S. Kendall.

SEA WITCH, American ship, Howe-Master.

Hongkong, 16th July, 1901.

VESSELS ON THE BERTH.

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 31st Aug., at Noon.
"DORIC"	THURSDAY, 15th Aug., at Noon.
"PERU"	SATURDAY, 31st Aug., at Noon.
"COPTIC"	TUESDAY, 10th Sept., at Noon.
"CITY OF PEKING"	TUESDAY, 24th Sept., at Noon.

THE O. & O. S. S. Co.'s Steamship "GAELIC" will be despatched for SAN FRANCISCO via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 23rd July, at Noon, taking Freight for the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having Established a REGULAR SERVICE OF STEAMERS FROM SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

THE Steamship "KINTUCK," Sails from Seattle about the 12th of July; "CHINGWO," Sails from Seattle about the 21st of July; "HYSON," Sails from Seattle about the 14th of August; "KAISOW," Sails from Seattle about the 24th of August; "YANGTZE," Sails from Seattle about the 27th of Sept.; and will be followed by the Company's regular sailings.

For further particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, New York; To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits; FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & CO., Agents. Hongkong, 18th July, 1901. [1624]

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG. "HUDSON" About 1st Aug. "JUPITER" About 15th Aug. "SATSUMA" "RICHMOND CASTLE"

For Freight and further information, apply to DODWELL & CO., LTD. Agents. Hongkong, 6th July, 1901. [878-1194-988]

SHEWAN TOMES & CO.'S NEW YORK LINE. THE Steamship "ARARA," Captain Williamson, will be despatched for the above port on or about 15th August, and will be followed by the Steamship "ATAKA" on or about 15th September.

For Freight, apply to SHEWAN TOMES & CO., Agents. Hongkong, 8th July, 1901. [1263]

怡和號
YEE SANG & CO.

COAL MERCHANTS.
have always on hand
LARGEST STOCKS OF EVERY DESCRIPTION OF COAL.

Address—Care of Messrs. KWONG SANG & CO.
No. 144, DES VIGUE ROAD. [883]

C. E. WARREN,
BUILDING CONTRACTOR,
No. 25, ARBEN STREET.

SANITARY APPLIANCES SUPPLIED
and FIXED DRAINS, TRAPS,
WASTE PIPES, &c., CLEANSED AND
REPAIRED. Sanitary Board Notices receive
prompt attention. Agent for MOSAIC
TILES. Prices on Application. [16]

AUTOMATIC MAUSER
PISTOLS.
CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES,
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1899. [75]

THE NEW FRENCH REMEDY
TRADE MARK
THERAPION

This successful and highly popular remedy, as employed in the Continental Hospitals of Moscow, Berlin, Vienna, and others, combines all the desiderata to be sought in a medicine of the kind, and overcomes everything hitherto employed.

THERAPION No. 1 is a very short time often a few days only, removes all discharges from the urinary organs, effecting a permanent cure, the use of which does away with the necessity of the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, prostrated asthma, and some of the more trying complaints of this kind, it will be found a most efficacious remedy, affording prompt relief where other well tried remedies have been powerless.

THERAPION No. 2 is for impurities of the blood, erysipelas, spots blotches, pains and swellings of the joints, secondary syphilis, gonorrhoea, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, paraffin, etc., to the destruction of suffering and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3 is for venereal diseases, impurities of the blood, and all the distressing consequences of any error, excess, or indulgence in unwholesome food, etc. It possesses a purifying power in restoring strength and vigour to the debilitated.

THERAPION is sold by all the principal Chemists and Druggists throughout the world. Price in England \$2.00 per bottle. In Hongkong, the price is \$2.00 per bottle. It is a valuable remedy for all the above diseases, and is a valuable remedy for all the above diseases, and is a valuable remedy for all the above diseases.

Sold by A. S. WATSON & CO., LIMITED
Hongkong, China, and Manila. [2282]

KEATING'S POWDER
KEATING'S POWDER
KEATING'S POWDER
KEATING'S POWDER

Kills
BUGS,
FLEAS,
MOTHS,
BEETLES,
MOSQUITOES.

KEATING'S POWDER
KEATING'S POWDER
KEATING'S POWDER
KEATING'S POWDER

Kills
BUGS,
FLEAS,
MOTHS,
BEETLES,
MOSQUITOES.

THE genuine powder bears the autograph of
THOMAS KEATING. Sold in Tins and Bottles
only.

KEATING'S WORM TABLETS.
KEATING'S WORM TABLETS.
KEATING'S WORM TABLETS.
KEATING'S WORM TABLETS.

A PURELY VEGETABLE SWEETMEAT,
both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for Children. Sold in Bottles, by all Druggists.

PROPRIETOR, THOMAS KEATING, LONDON.
[1196]

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.
A.I.A.B.C. Scott's Engineering Codes
Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 89 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide... 281 "

DOCK No. 2 (at MUKAIJIMA).
Extreme Length... 371 feet.
Length on Blocks... 360 "
Width of Entrance on Top... 88 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.
The COMPANY has a POWERFUL SAL-
VAGE PLANT READY AT SHORT
NOTICE. [1605]

MARKET PRICES.—July 19th, 1901.
The Prices are given in Dollar Cents. Copper
cash is 1,000 to \$1, the Dollar, a catty is 14
lbs, 1 picul 133 lbs.

BURCHER MEAT.
Beef, sides & prime cut, lb. 15 to —
" Corned " 14 "
" Boast " 14 "
" Soup " 12 "
" Steak " 10 "
" Hallock's Brains per set 8 "
" Tongue fresh " each 60 "
" Head " 60 "
" Heart " 15 8 9
" Ham, Salt " 18 "
" Feet " each 6 7
" Kidneys " 7 "
" Tail " 15 "
" Liver " 12 "
" Tripe, undressed " 55 "
" Mutton Chop " 28 "
" Legs " 28 "
" Shoulder " 22 "
" Pigs Feet " 9 11
" Fry " 8 10
" Head " 8 10
" Kidneys " pair 10 12

OREGON LUMBER.
THE Undersigned, being closely connected
with the leading MILLS at PORT-
LAND and PUGET SOUND, are always pre-
pared to book orders for any specifications at
LOWEST RATES. SIEMSEN & CO.
Hongkong, 14th February, 1901. [50]

肝猪	Liver	lb.	20	—
猪油	Pork, Chop	lb.	10	12
猪心	Corned	lb.	22	28
猪肺	Leg or Lamb	lb.	17	18
猪肚	Sheep's Head and Feet	est.	45	60
猪肠	Heart	each	6	8
猪肾	Kidneys	each	0	10
猪肝	Liver	lb.	24	—
猪肺	Sucking Pigs (to order)	catty	30	35
猪心	Stunt Beef	lb.	16	—
猪肚	Mutton	lb.	16	—
猪肠	Veal	lb.	14	15
猪肺	Boat Sausages	lb.	14	15
猪肝	Veal Sausages	lb.	25	15

POULTRY.				
仔鷄	Chicken	..... catty	32	—
鷄鶩	Capons	..... { Large	40	—
		Small	35	—
鳩班	Doves	..... ( ch	22	—
鴨水滄上	Wild Duck, Shanghai	... pair	—	—

鴨	Ducks	.....catty	25	"	23
蛋	Eggs, Hen	.....	100 \$	1.20	"
鴨	Fowls Canton	.....catty	38	"	—
鴨	Fowls Hainan	.....	"	34	"
鴨	Geese	.....	"	22	"
鴨	Geese Wild, Shanghai	.....pair	"	—	"

